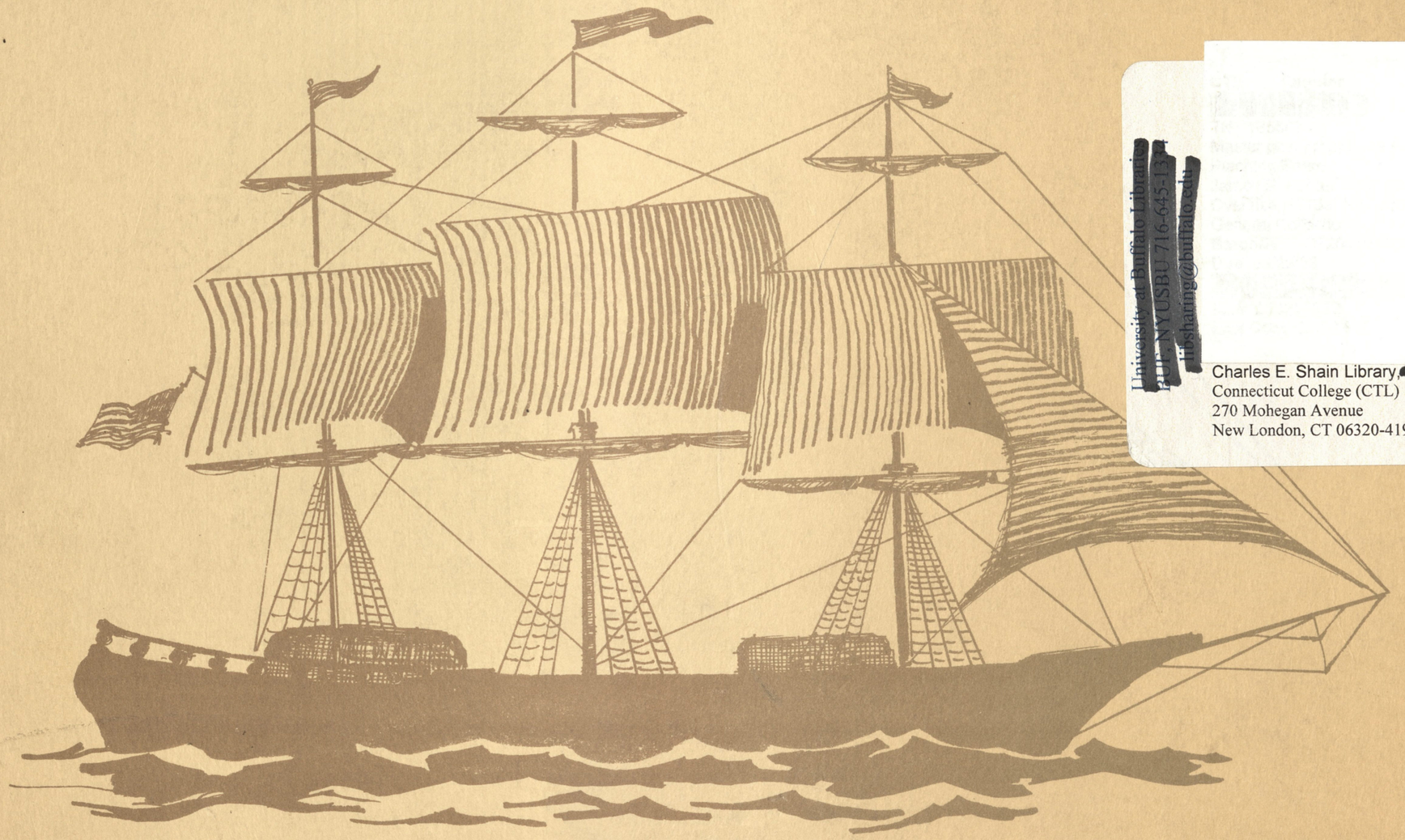
MASTER PLAN PROGRAM



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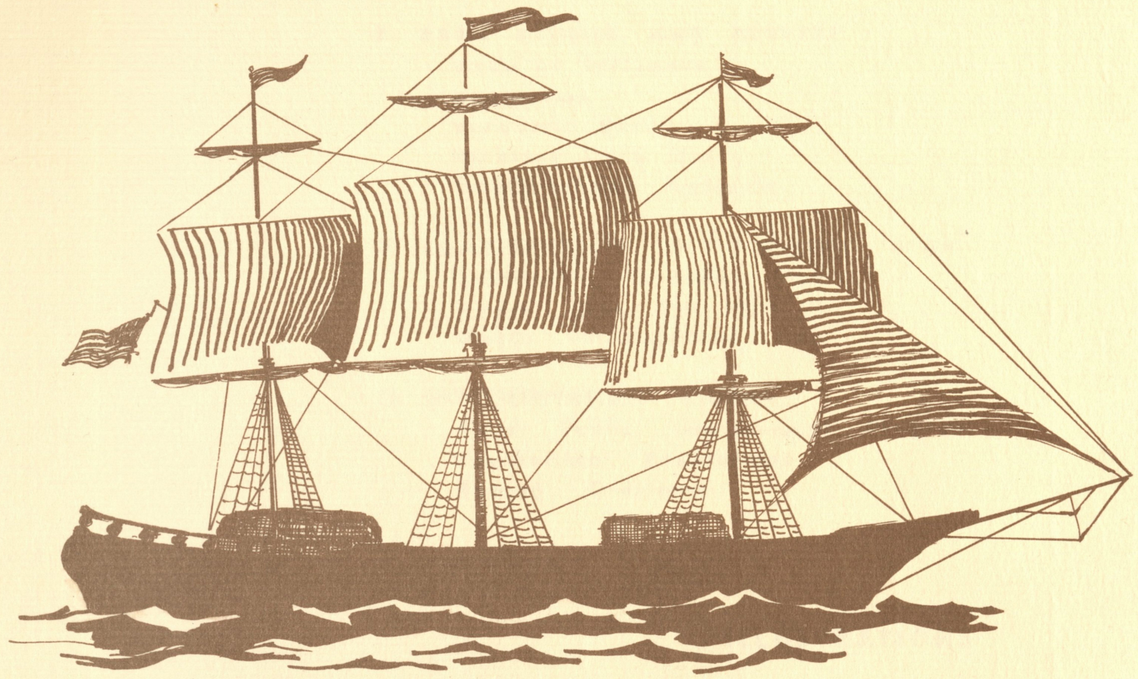
A REPORT TO THE NEW LONDON PLANNING BOARD



MASTER PLAN PROGRAM

NEW LONDON CONNECTICUT 1967

JAMES P. PURCELL ASSOCIATES

CONSULTING ENGINEERS • PLANNERS

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August 1, 1967

Mr. Waldo K. Clarke, President
City Planning Board
City Hall
New London, Connecticut

Dear Mr. Clarke:

This Master Plan Summary Report constitutes the basic findings and recommendations contained in the eleven individual, detailed planning studies conducted over the last two years.

Initially undertaken to assist the Planning Board and City Council in their deliberations, we sincerely hope that these studies will serve as a constant reference to all persons and organizations interested in the successful future development of the City.

We gratefully wish to acknowledge and thank the many City agencies, boards, employees and individuals who have given their time, interest and support to the program.

Respectfully submitted,

JAMES P. PURCELL ASSOCIATES

Thomas E. Moore

TEM/pr

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INTRODUCTION

Many pressures for land development and public services face the City government. These development pressures are primarily the result of demands created by both internal and regional influences affecting the City. Beyond, decisions made at state and federal levels, including those related to national emergency and recession conditions, will continue to have a major affect upon the City's welfare as they have in the past.

When these pressures and demands are related to the City's present lack of developable land, areas of deteriorating structures, a stabilized tax base, and rising municipal costs, it is essential that the City make the fullest use of its existing physical and financial resources — and to do so effectively.

This summary document, supported by the preceding eleven detail studies, presents a framework to guide the City in making decisions regarding present public needs, future development and improvements. In addition, the document is designed to serve as a general guide to those persons with private interests and development proposals — citizens, businessmen, public or semi-public agencies — and to assist private investors seeking to develop land in the City.

Further, the Master Plan Summary should serve as a constant reference to the City as it passes on subdivision plans, hears cases before the Board of Zoning Appeals, amends the Zoning Map, programs capital expenditures and for other decisions affecting the future development of the City. These activities require much of the time spent by the various City agencies. Hopefully, this report will assist them in their individual duties.

BASIC STUDIES

AND SURVEY

I

AREA OF INFLUENCE

Lying halfway between New York City and Boston, at the mouth of the Thames River, New London has always enjoyed the benefits of a strategic location. From its early beginnings, New London developed a predominant influence within the region.

Historically, the City's commercial and industrial activity have been closely interwoven with national and sometimes international events. Naturally, its economic well-being (gross product, employment rate and service markets) experienced periodic peaks and hollows because of the close interrelationship to forces beyond the City's control.

Evidence of the City's historic and strategic positions is clearly indicated by an expansive network of transportation systems — highways and roads, railroad and steamship facilities — located in and around New London as well as by its employment patterns and the strong commercial-service aspects of the economy.

The City's land use pattern, intensity of land development, population density and the unusually high ratio of semi-public agencies which serve a regional population demand (state and federal facilities, colleges, academies, fraternal and institutional organizations) is clearly indicative of New London's "central" or "core city" character and regional influence.

Generally, this demand is for specialized uses such as garden or high-rise apartments, commercial uses of a retail or service nature, professional offices and semi-public facilities — all of which serve a regional population rather than a local population demand.

With only 279 acres or 8% of the City's total land area vacant and usable (mostly in the outlying areas), the City is, for all practical purposes, totally developed. Therefore, for New London to utilize its inherent regional advantage and potential, developable land must be made available.

Opportunity should be found in the immediate future or the City must face the saddening truth that development and increased economic activity will take place elsewhere in surrounding environs. Already there are signs that competitive enterprise is growing elsewhere; suburban shopping centers and industrial areas are no longer new to this region.

With few alternatives, New London can move ahead to secure its dominant regional position with a firm, dedicated, planned program of development.

FUTURE ROLE

In essence, New London's future physical and economic development is entirely dependent upon its ability to clear the obsolete and deteriorating areas in the central portion of the City for new construction. Clearance of the deteriorating areas appears to be the major, if not only, realistic method of accommodating new construction, providing needed public improvements, and increasing tax revenues, while utilizing the City's regional position and inherent development potential to its fullest advantage.

POPULATION

Between 1810-1910 the population of New London increased from 3,238 to 19,659, or a total increase of 16,421 persons. During the last 50 years, from 1910-1960, the City's population increased from 19,659 to 34,182. This represents an increase of 14,523 persons or approximately equal to the total increase in population during the preceding 100 year period.

While the rate of population growth during the last 150 years has shown considerable variation due to certain national and regional economic conditions, recent changes in New London's population growth rate indicates a local condition of greater importance to future growth than any national or regional consideration.

Prior to 1958 New London's population increased at the rate of approximately 100 persons per year. In 1958 the population increased sharply from 31,200 to 34,182 in 1960, due to expanded employment and improved regional and local economic conditions. However, between 1960-1962 this rapid growth rate was abruptly stabilized and the total City population has shown a slight decline of 100-200 persons per year since 1962.

A slight decline in population is not unusual for cities similar to New London. In fact, this is considered a normal condition due to the migration of families with children to the suburban areas — and the vacated dwelling units being subsequently occupied by single persons or couples.

However, the abrupt stabilization of the population between 1960-1962 clearly indicated New London had absorbed the maximum population that available housing accommodations would permit; and without land available for new residential construction, the population growth suddenly stopped or stabilized.

Essentially, New London has reached its horizontal saturation level and the City's future physical and population growth is restricted by the lack of developable land available for new residential construction.

FUTURE GROWTH

Because of this local condition, any projection of New London's future population cannot be based on past growth rates. However, the general, long-range relationship between the regional growth rate and New London is expected to continue — assuming the City has the ability to clear deteriorating areas for the construction of new high density housing facilities.

Based upon this assumption, the present decline in population is expected to "bottom out" in 1967-1968, with a population of 33,200 persons, and then show a continued increase of 220 persons per year as housing facilities are made available.

Adjusting this average rate of increase from the 1968 estimated level of 33,200 would produce a 1970 estimate of 35,800, and an estimated population of 40,200 by the year 2000. These estimates are within the population ranges projected by several organizations using a variety of methods and long-range assumptions.

In the event that national, regional, and local economic conditions continue their upward trends, along with an increase in local renewal activity and apartment development, the result would be a significant increase of 10%-30% throughout the entire range of population estimates. Consequently, for planning purposes, a conservative population estimate of 40,000-45,000 persons, by the year 2000, is used throughout the study.

POPULATION PROJECTIONS

	1810	1910	1960	1970	1980	2000
New London	3,238	19,659	34,182	33,600	35,800	40,200
Region	—	85,658	174,412	200,000	243,766	329,600

Sources: U. S. Census
Southeastern Connecticut
Regional Planning Agency
James P. Purcell Associates

ECONOMIC BASE

During the last 300 years, the basic economy of New London has undergone four distinct changes; from agriculture to fishing, to manufacturing and to a retail-service orientation. Since 1930 the City's economy has fluctuated widely due to technological advances, the loss of the textile industry, a national depression and two national emergencies.

While the past economic fluctuations have resulted from factors beyond local control, each change has produced periods of extended readjustment. However, the City has always maintained an economic vitality as a result of its strategic position and influence within the region.

LOCAL-REGIONAL TRENDS

The City has an employed labor force of 11,524 with 8,049 persons or 70% employed in retail-service activities, and 3,475 persons or 30% employed in manufacturing activities. This predominance of retail-service employment clearly indicates the City's retail-service oriented economy and is consistent with the character of central cities similar to New London.

This predominance of certain regional economic activities is becoming more pronounced due to the use of the automobile and the increased mobility of employees and consumers from one community to another. Recent traffic surveys indicate that 2,933 or 25% of New London's employed labor force commute to employment centers outside of the City, while 8,591 or 75% are employed within the City. It should also be noted that New London is a major employment center in itself. With a total employment of 14,778, New London furnishes jobs for 6,187 non-resident employees.

FUTURE ECONOMY

New London's past and present economic trends indicate that the City's future economy will continue to be predominately retail-service oriented. This orientation is not unexpected in view of the City's strategic regional position and the specialization of regional economic activities.

However, New London's future economic growth is entirely dependent upon its ability to clear deteriorating areas, adjacent to the Central Business District, for new retail-service and multi-family development. In addition to providing land for new construction the City's present Central Business District must be materially strengthened by the following improvements:

1. The improvement of I-95 to New London from the fast growing population areas of Groton, Waterford and the communities along the Thames River Valley.

2. Improved direct access from I-95 to New London's Central Business District.

3. Improved traffic flow, circulation and parking facilities in the Central Business District.

4. Improved merchandising and general appearance of the Central Business District.

The projection of New London's future economic activities are based upon past and present trends, continued national and regional stability, and the City's ability to provide available land for new development, along with certain supporting city-wide improvements.

ECONOMIC PROJECTIONS

New London	1960	1963	1980
Population	34,182	33,800	35,800
Labor Force	12,001	—	14,320
Employment	11,524	—	13,604
Manufacturing	3,475	—	4,661
Nonmanufacturing	8,049	—	8,943
Retail Sales and Services	—	$100,067,253	$218,556,166
Wholesale Trade	—	$ 42,540,000	$ 73,735,000

Source: U. S. Census
New London Chamber of Commerce
James P. Purcell Associates

EXISTING LAND USE

Despite the lack of a formal plan, New London's present land use pattern is essentially sound with two major exceptions: the large amount of "strip" commercial along the major thoroughfares and the excessive amount of mixed residential usage in the central portion of the City — with both uses encroaching into the few remaining single family areas. Exhibit 1 — Existing Land Use, shows these conditions.

New London's existing land use shows two unusual characteristics which will have an impact upon future development considerations. First, only 543 acres or 13% of the City's total land area is vacant, with only 279 acres considered suitable for development. Consequently, for all practical purposes, New London is totally developed. Therefore, if new development is to occur, developable land must be created through the clearance of existing deteriorating structures. This, of course, does not preclude private enterprise action.

Second, the percentage of land devoted to various uses is unusual. Single family usage comprises only 748 acres or 22% of the developed area, or approximately one-half the amount normally encountered. Two family usage comprises 219 acres or 6%, or twice the normal amount. Multi-family usage comprises 226 or 7%, or four times the normal amount. In the non-residential land use categories, commercial usage comprises 239 acres or 7%, which is more than twice the normal amount.

Industrial usage comprises 194 acres or 5% and is approximately one-half the normal amount. Public and semi-public lands occupy 963 acres or 28% and almost twice the normal amount.

Thus, when the land use in New London is compared with similar communities of the same population size, the City is extremely low in single family and industrial usage, and extremely high in two family, multi-family, commercial public and semi-public usage.

BASIC CONSIDERATIONS

With only an insignificant amount of vacant land remaining, New London's future physical development, economic conditions and population growth will be determined by its ability to clear existing deteriorating areas and create developable land for new construction. Private as well as public action should be anticipated. Further, the City must resort to more selective land use policies and development controls in the remaining vacant areas, present development and in the reuse of those areas to be redeveloped.

In keeping with the existing land use pattern and characteristics, several basic recommendations are obvious:

1. With the high ratio of two family, multi-family and commercial usage, along with a scattered development pattern encroaching into the single family areas, it is imperative that the remaining single family areas be rigidly protected.

2. Present "strip" commercial development along local collector streets is inefficient, inconvenient, detrimental to adjacent residential usage and creates traffic congestion and hazards. The existing "strip" commercial development should be consolidated into neighborhood shopping centers at specific locations, wherever possible.

3. The Central Business District is basically sound and well located. Accessibility and other enhancements should be developed to better serve the local and regional shopping demands, and to capture a larger share of the regional retail-service market.

4. Industrial land usage is well located and concentrated in two small areas around Fort Trumbull and Winthrop Cove. Expansion of these industrial areas is recommended, particularly in view of limited possibilities elsewhere in the Community.

Based on natural boundaries, school park service areas and past development, the City was divided into 13 separate neighborhoods or subneighborhoods. See Exhibit 2, Neighborhood Boundaries. An examination of each neighborhood in the City was conducted to determine the adequacy of community facilities, structural conditions and the steps required to eliminate any existing blight and to improve the individual areas.

STRUCTURAL CONDITIONS

A field inspection of the exterior condition of each individual structure in the City was conducted and all structures were classified as sound, deteriorated or dilapidated in accord with urban renewal standards. On the basis of this inspection, approximately 20% of the total dwelling units were classified as either deteriorating or dilapidated. This 20% is not considered excessive for a community the age of New London. See Exhibit 3, Structural Conditions and Exhibit 4, Housing Conditions by Neighborhood.

However, 83% of all substandard structures, both residential and non-residential, are concentrated in a very small portion of the City consisting of the Central Business District, the central portion of the Community, and the area around Shaw's Cove.

In this regard, it should be noted that the areas adjacent to the Central Business District, which contain the greatest number of substandard structures, also produce the smallest amount of tax revenues and presently occupy the potentially most valuable, developable and highest tax revenue producing land in the City.

The basic cause of New London's blighted conditions is structural age and the 1900-1920 development standards that no longer meet present day demands. The result is both a structural and functional obsolescence, and an economic liability to both the owner and the City.

In addition, the major source and form of potential blight in New London is the inevitable spread of the existing blighted conditions to the adjacent sound neighborhoods. To prevent the spread of existing blight from one area to another, it is recommended that a strong program of code enforcement be initiated to protect the sound neighborhoods while clearance or rehabilitation programs are being initiated in the blighted areas.

COMMUNITY FACILITIES

In general, all neighborhood community facilities are considered adequate with the exception of school and park facilities in both

the outlying areas and the central portion of the City (neighborhoods 4 and 9 lack adequate facilities).

Existing recreational facilities are inadequate in both location and amount of land devoted to park usage. A shortage of recreational areas is particularly critical in the central portion of the City due to the high density of population and development.

Existing deficiencies in school facilities will be largely eliminated by a school building program recently initiated. However, the four elementary schools in the central portion of the City require additional detail study beyond the scope of this survey, before a determination is made regarding their future adequacy and disposition.

NEIGHBORHOOD TREATMENT

Of the thirteen neighborhoods (including the Central Business District) Neighborhoods 1, 2, 5, 7, 11, 12 and the northwest portion of 6, require only a strong conservation and code enforcement program to eliminate any blighted conditions which presently exist due to lack of proper maintenance or attention.

Basically, each of these neighborhoods are sound. However, a sound neighborhood at the present time is no assurance that it will retain its future desirability and sound quality of development.

If the present and future quality of each of the sound neighborhoods is to be preserved, they will require protection, enforcement and a strong neighborhood interest. It is for this reason that a vigorous program of code enforcement and inspection should be given greater emphasis than it has received in the past.

Neighborhood 10 and the western portion of Neighborhood 3, west of Shaw Street and south of Woodbridge Street, primarily require rehabilitation with occasional spot clearance of deteriorating structures.

Those areas requiring clearance, with rehabilitation being an important secondary treatment, include Neighborhood 8, that portion of Neighborhood 3 east of Shaw Street, the Central Business District and the southeastern portion of Neighborhood 6.

The only two neighborhoods in the City recommended for general clearance are Neighborhoods 4 and 9. Due to the poor quality of development, their isolated location, lack of adequate facilities, and adjacent industrial uses, both areas are undesirable for general residential usage and should be redeveloped for industrial purposes.

COMPREHENSIVE

DEVELOPMENT

PLAN

II

The foremost job of local government is the provision of adequate community facilities. Public facilities such as schools, parks, water, sewers, police and fire protection must proceed in close relation to the needs of the community for the continued health, safety and welfare of its residents. Ultimately, the availability and adequacy of community facilities will largely determine the future desirability of New London and its ability to compete with other cities for new development.

WATER

New London's basic water supply consists of three interconnected drainage and reservoir areas located 5-9 miles northwest of the City. Upon entering the City by the 20 and 24 inch mains, the water is further distributed to the various areas by a series of secondary mains for final distribution and consumption. Within the City all developed areas are presently served by the municipal system.

Presently, the existing system supplies the City's total population of 34,182 persons along with an additional 2,058 persons located in Waterford and Montville.

Consumption

Based upon a recent study of New London's future water supply requirements by Fay, Spofford and Thorndike, the City's water consumption records during the past fifteen years showed an average daily increase from 3.5 M.G. per day in 1950 to 4.5 M.G. per day in 1964. During the same period, the average daily per capita consumption increased from 116 to 125 gallons per day.

Based upon a population estimate of 45,000 for the year 2010, water consumption is expected to increase from its 1960 level of 3.8 M.G. per average day and 112 gallons daily per capita to 6.8 M.G. per average day and 150 gallons daily per capita.

However, the important projections regarding future water need involves the maximum consumption rates required during peak days or seasonal periods. In this respect, the 1960 level is expected to increase from 5.7 M.G. per day to 10.1 M.G. per day by the year 2010. The importance of the projected maximum consumption rates, when related to the City's maximum pumping capacity of 7.5 M.G. per day is readily apparent. In essence, drainage, storage and transmitting facilities to the City's internal distribution system must be increased by at least 2.6 M.G. per day in order to meet future and increased water consumption needs.

Improvements

In accord with the recent study and recommendations, New London's basic water problems can be resolved by the following improvements:

PHASE I

1. Cleaning and lining of supply mains from Barnes Reservoir to Lake Konomoc.
2. Installation of second booster pump and new impeller at Beckwith Pond.
3. New dam, pumping station and discharge pipe at Beckwith Pond.
4. Raise the existing dam at Lake Konomoc to provide an additional 200 M.G. of storage capacity.
5. Install new transmission main between Lake Konomoc and the City.
6. Create a new 5 M.G. storage reservoir in the Manatuck Hill area.
7. Construct a new pumping station at Lake Konomoc.

PHASE II

1. Create a new reservoir site in the Hunts Brook area which would provide an additional yield of 5.5 M.G. per day and an additional storage capacity of 1,100 M.G.

Of the improvements recommended in the total program, Phase I (items 1-7) have been authorized. Item 1 of Phase I is now under contract and the remaining items are in the process of design.

SANITARY SEWERS

The City has separate sanitary and storm sewer systems which serve approximately 97% of the present population. The present treatment plant, located on Trumbull Street, with two digestion tanks, has a designed capacity of 7.0 M.G. per average day or an estimated 40,000 persons. However, it should be noted that the original plans provided for the addition of a third digestion tank, if and when the future demand requires.

Usage

Based on available sewage treatment records, the average daily flow has been unusually stable since 1955 with the volume varying between a high of 3.5 M.G.D. in 1956 to a low of 3.0 M.G.D. in 1965.

Based on a 1965 population estimate of 33,300 of which an estimated 97% or 32,900 of the City's total population was served by the sanitary sewer system, would reproduce an average per capita treatment requirement of 100 gallons per day or 3.2 M.G.D. — almost identical to the recent treatment levels of 3.2 to 3.0 M.G.D.

Consequently, with an average daily flow of 3.0-3.2 M.G., the treatment plant with a designed capacity of 7.0 M.G.D. is considered adequate.

Future sewage treatment requirement, based on a population estimate of 40,200 by the year 2000 and a per capita factor of 120 gallons per day, would produce 4.8 M.G. of average daily flow and still within the designed capacity of the present facilities. However, the projected 4.8 M.G.D. is based on population needs alone and does not include an additional amount of treatment required for commercial, industrial or other non-residential usage which will occur.

Assuming that increased commercial and industrial sewage required an additional 25% or 1.2 M.G.D., this would produce a total of 6.0 M.G.D. or fairly close to the 7.0 M.G.D. designed capacity.

Improvements

Under these conditions, it is recommended that the third digestion tank be installed to function as a stand-by unit during peak periods or while repairs are being made to one of the existing units.

REFUSE

The present refuse collection is handled entirely by City personnel and accommodates both residential and non-residential uses. The collection system is city-wide with the frequency of collections being once a day in the business area and twice a week in the residential areas.

Located on Trumbull Street, the present incinerator consists of two 60 ton units which provides a total capacity of 120 tons of refuse incineration during a 24 hour period.

Usage

Based on past records, the annual amount of refuse collected has been increased from 10,664 tons to 17,363 tons between 1955 and 1965. The average rate of incineration per hour has increased from 3.1 tons to 5.1 tons because of mechanical

stokers being installed in 1956. While the average hours of incineration per day has remained relatively constant, the annual tons of refuse per capita has increased from .35 to .52.

Using the present amount of refuse generated per capita and applying this to the population estimate 40,200 for the year 2000, would produce a total annual refuse collection of 20,904 tons, or an additional 3,541 tons over the total tonnage collected during 1965. On this basis of projection, the incineration capacity of the present plant (120 tons per 24 hours) would require 4,180 hours of incineration, or 13.4 hours per day on a six day week, year-round basis.

In essence, with a population of 40,000-45,000 by the year 2000, the present incineration will be operating within its designed capacity.

PARKS

There are presently 235 acres of land devoted to park and recreational use within the City. However, only 197 acres are owned by the City. Using the nationally recognized standards, New London has a present shortage of approximately 100 acres of park and recreational land.

Future park needs, using the 40,200 population figure for the year 2000, will require an additional 175 acres of park and recreational space. In view of the City's dense development, there is little likelihood that this standard can be met. However, this situation does demand that the present park areas must be protected from any form of future encroachment.

Based on the one-half mile service area radius, the City is relatively well covered except for the extreme southern and northern portions of the community. See Exhibit 5, Park and Recreation Facilities.

However, the central portion of the City does require additional consideration in that the entire area is presently being served by three small parks having a combined total of 11.0 acres.

Williams Park and Memorial Park are inadequate in size to serve the 13,500 persons contained within the densely developed central portion. As a result, the school sites are presently and inadequately serving as neighborhood play areas.

The only apparent hope for acquiring the additional open space and recreational facilities necessary to serve the present and future population contained in the area, is through an urban renewal program. In order to eliminate the present inadequacies and provide for future growth demands, it is recommended that the following new or expanded park facilities be acquired:

Improvements

1. Two new neighborhood park sites of at least five acres each should be acquired in the near future to eliminate the inadequate service area coverage which presently exists in the southern and northern portions of the City.

   Since both of these proposed park sites are in the same general location as the proposed elementary school sites, it is recommended that the school and park sites be acquired at the same time and adjacent to each other.

2. A third neighborhood park of at least five acres is recommended in the Connecticut Avenue—Blackhall Street area to serve the high concentration of population located in the central portion of the City. It is anticipated that both the new and enlarged park sites in the central portion will be acquired under an urban renewal program.

3. A small neighborhood park located between Main Street and Winthrop Cove has been programmed in the Winthrop Urban Renewal Area. We concur in this proposal as a means of providing close-in recreational facilities to the residents in the project as well as the creation of an attractive entrance to the Central Business District.

4. Several "vest-pocket" parks of one-half acre in size are recommended in the Central Business District to create small open areas and break up the dense development which presently exists. The exact location of these park areas cannot be specified at this time due to their dependence on renewal activities and available sites.

5. The development of Shaw's Cove for a park-marina would create a major City attraction for the entire community and particularly, the Central Business District. In addition to the need for additional recreational space in the central portion of the City, the development of Shaw's Cove would utilize to maximum advantage one of the City's most historic and natural features, while at the same time, eliminating many of the worst dilapidated structures and substandard housing conditions in New London. Of equal importance would be the added attraction of the Cove to adjacent apartment and commercial developers.

6. Development of Columbus Park and Green's Harbor Park should be completed in the near future.

7. A long-range program should be prepared and the total development of Bates Woods Park completed within a 5-10 year period.

The additional land required for the new or expanded park facilities recommended is estimated to be approximately 25-30 acres.

While this additional acreage is not sufficient to meet the recommended standard for present or future population needs, it does eliminate the inadequate service area coverage that presently exists in the outlying areas and provides increased recreational facilities for the central portion of the City.

FIRE PROTECTION FACILITIES

New London's fire fighting equipment consists of six pumpers with capacities of 750 to 1,000 gallons, two ladder trucks with 85' and 65' extensions, one forest fire truck of 500 gallons capacity with a booster pump, a rescue ambulance unit and miscellaneous supporting equipment, such as pickup truck, squad car, etc.

In quantity, the equipment is considered adequate; however, four of the eight major pieces of equipment are over 23 years old and should be replaced in accord with the standards of the National Board of Fire Underwriters.

With half of the existing fire fighting equipment already over the maximum service age, it is important that an equipment replacement program be initiated immediately to avoid a severe financial problem should several major pieces of equipment be required in a short period of time.

The present fire fighting personnel consists of 46 paid firemen and officers, and approximately 1,000 volunteer firemen. It is unusual for a community of the type and size of New London to rely on volunteer personnel to meet basic fire protection needs.

The critical nature of the present personnel situation is documented in the 1961 report on New London by the National Board of Fire Underwriters:

> "The department is seriously undermanned, depending mainly upon volunteer response which is often slow and inadequate in number."
>
> "Fire fighting methods are frequently affected by the lack of adequate manpower initially responding on first alarms necessitating the use of small streams until suf-

ficient men are available to place larger lines into operation. Under normal conditions, the department is capable of handling most fires of a routine nature; however, the seriously undermanned condition of the department, the possibility of a delayed alarm, a delay in response of apparatus due to traffic congestion during winter storms, all increase the possibility of fires spreading beyond the first arriving companies and involving several buildings or parts of blocks."

In keeping with the recommendations contained in the above report, it is again recommended:

> "That as soon as practicable, sufficient men be added to the department so there will be at least four men, including an officer, on duty at all times with each company."

Improvements

With only minor portions of the City lying outside a three-quarter mile run, it is recommended that first consideration be given to the consolidation of existing stations, manpower and equipment. This consolidation would be possible by combining all of the present equipment into three stations located at Bank Street, Riverview Avenue, and a proposed Fire Headquarters to be located at the Bulkeley Junior High School site. This arrangement would still meet the running distance standards recommended by the National Board of Fire Underwriters.

In addition, the consolidation of the present fire protection facilities at three locations would eliminate the future necessity of replacing and relocating Engine Company No. 3 and Engine Company No. 7 because of age and future construction activities.

POLICE PROTECTION FACILITIES

The present Police Station and Headquarters is located at the Union-Federal Street intersection in the central portion of the City. Originally constructed as a school building in 1925, the structure consists of two floors and a basement with outside dimensions of approximately 40′ by 80′. Occupied by the Police Department since 1945, a small addition at the rear of the building was constructed in 1960 to temporarily relieve the overcrowding conditions existing at the time. However, the overcrowded conditions that still exist render the present facilities totally inadequate.

Occuyping the second floor of the structure is the 10th Circuit

Court that is in session three days a week and has a permanent clerical staff of ten persons. It is obvious that the overcrowded condition that presently exists in the Police Department and the Circuit Court are critical and must be relieved in the very near future.

Improvements

In keeping with the Fire Protection Facilities section, it is recommended that the Bulkeley Junior High School site be considered as a location for the Police Department and the Circuit Court, as this site has a central location and should be abandoned for school purposes in the near future. However, it is emphasized that the present school structure must be adapted to the special needs required by the police, fire and court functions. In this respect, a detailed architectural study should be undertaken to determine the feasibility of utilizing the present structure to accommodate the specialized police, fire and court requirements.

SCHOOLS

In 1965 New London was operating ten public schools consisting of seven elementary schools with grades K-6, one junior high school with grades 7-8, one high school with grades 9-12 and one training school for retarded children. Combined, the total public school enrollment constituted 5,479 students.

On a classroom basis, the total school facilities have a rated capacity of 5,500 pupils. When compared with the 1965 enrollment of 5,479 students, it is obvious that the entire system is operating at maximum capacity.

Using the average enrollment population figure of 16.5% and applying this to an estimated City population of 40,200 by the year 2000, would produce a projected total school enrollment of 6,633 students, far more than the present capacity will permit.

However, classroom capacity is only one measure of a school's adequacy in performing its proper function. Adequacy of supporting facilities such as laboratories, libraries, auditoriums, cafeteria, locker-rooms, workshops, study halls and other features are as important as classrooms in determining the adequacy of educational facilities. In addition, site size, location, age of structure and service area are equally important considerations.

With the exception of the Edgerton Elementary School, the remaining school facilities, consisting of six elementary schools, a junior high school and a senior high school have been in con-

tinuous operation for 40-94 years.

Elementary Schools

With a total elementary school capacity of 3,225 pupils and a total elementary school enrollment of 3,069 in 1965, it is apparent that the elementary portion of the New London school sysem is operating at practical capacity on an over-all basis.

Service area coverage of the City provided by the present elementary school system shows alarming deficiencies. A review of Exhibit 6, Public Schools, indicates those areas of the City which are outside the one-half mile elementary school service radius. It is readily apparent that while the central portion of the City is well served, the southern and northern portions are lacking in adequate coverage. At the present time, the one-way distance between home and school, for some elementary students in the Ocean Beach area, involves a two mile travel.

On the basis of inadequate school coverage and excessive travel, a new elementary school site is recommended in the general vicinity of Ocean and Glenwood Avenues.

With the necessity of relocating the Winthrop Elementary School from its present site due to the state highway construction program, it is recommended that the proposed school site be kept in the same general area but shifted northeasterly to provide better coverage to the residents in the Oneco Avenue area, while at the same time retaining the service area coverage of the residents in the Winthrop Renewal area and east of Williams Street.

In addition, a third elementary school site is proposed in the Hawthorne Drive area to serve the residents west of Williams Street and north of I-95.

Due to the advanced age of the present school facilities, consideration must be given to replacing the elementary school facilities located in the central portion of the community and expanding the inadequate school sites as the opportunity permits. However, it is not recommended that any of the present elementary school facilities or sites be abandoned until such time as a final decision is made regarding the type and density of future renewal activities in the area, and a detail architectural survey of each individual school building.

Junior High School

The Bulkeley Junior High School structure was built in 1871 with additions in 1899, 1922 and 1930's and is located on a 1.35 acre site in the central portion of the community. With a capacity

of 600 pupils and a present enrollment of 742, it is evident that the present facility is inadequate, overcrowded and operating above maximum capacity. It is recommended that the existing structure be abandoned and the existing high school facilities be renovated to accomodate the present Bulkeley Junior High School needs when the new high school is completed.

Senior High School

The building presently used for the senior high school was constructed in 1891 with a major addition completed in 1951. Located on a 6.6 acre site in the central portion of the community, the school has a rated capacity of 1,650 pupils and a total enrollment of 1,640 students.

Recently a new senior high school site was acquired in the Jefferson Avenue—Chester Street area and building plans are presently underway. We concur in this action, as it will eliminate the inadequacies of the present facility and general overcrowded conditions.

CITY HALL

Constructed in 1913-1914 the present structure has a pleasing architectural appearance, is well maintained and serves as an administrative center for most municipal government functions.

Consisting of three floors, the present structure utilized its entire site and no off-street parking facilities are provided in the immediate vicinity for either employees or the general public. Located within the present structure are offices and administrative functions which require between 38-40 full-time employees.

Inspection of the City Hall indicates that the present space is being utilized to its maximum potential and overcrowding in several offices is evident. In view of the complete utilization of existing office space and the inevitable future expansion needs, three general approaches are possible with each requiring a detail study to determine the most feasible solution.

1. An addition to the present City Hall structure to accommodate a minor expansion for the present City administrative offices and staff. At the rear of the present City Hall is a small, two-story structure having outside dimensions of approximately 30′ by 50′. Presently used for a volunteer firemen clubhouse, this structure could be demolished and a new three-story building erected with the same architectural qualities as the present City Hall.

2. The construction of a new City Hall of sufficient size to accommodate future expansion needs, off-street parking and the consolidation of all municipal functions in one

structure with exception of the police and fire headquarters, which would be relocated at the Bulkeley Junior High School site.

3. A complete governmental complex that would consolidate all municipal, county, state and federal functions now scattered throughout the City.

In the second and third approaches it is realized that sites of 5-10 acres are non-existant in or near the Central Business District at the present time. However, the General Neighborhood Renewal Program proposed for the central portion of the City provides sites of both desirable size and location to accommodate either approach.

LIBRARY

Located at the intersection of State and Huntington Streets, the municipal library occupies an excellent position to perform its particular functions.

The present library constructed in 1895 consists of two structures occupying a 5,000 square foot site. The second structure consists of an old, small, two-story, converted frame residence that adjoins the main building to the south. Only the first floor of the converted residence is usable and is devoted to a childrens' reading room. No access is provided between the main structure and the converted structure. No off-street parking is provided for either the general public or the library's nine employees.

When New London's present library facilities and services are compared with the minimum standards recommended by the American Library Association for a community of 35,000 population, the present inadequacies are clearly evident.

LIBRARY PLANNING AND SERVICE STANDARDS

	Minimum Standard	New London (1965)
Expenditure Per Capita	$3.50	$1.18
Total Budget	$122,500	$51,800
Building Size	25,000 sq. ft.	3,500 sq. ft.
Number of Seats	105	52
Number of Employees	14	9
Circulation	280,000	92,829
Registration	11,700	6,088

Improvements

In view of the present situation, it is recommended that:

1. A new central library be constructed in the same location as the present structure. A site of approximately one acre in size will be required to accommodate a two-story building of 25,000 to 35,000 square feet and off-street parking for 40-50 autos with adequate setbacks and landscaping.

2. A small neighborhood branch library be provided in the Ocean Beach area to serve the residents in the southern portion of the community where an excessive travel distance to the central library is now required. In addition, the neighborhood library should be located on on the same site as recommended for the elementary school and park site in the Gardner Avenue-Lester Street area, thereby creating a strong neighborhood community center and focal point.

FUTURE LAND USE PLAN

The Future Land Use Plan is based on a fundamental approach of improving the present development through relatively minor adjustments to the existing land use pattern rather than a re-organization or major change to the present land use arrangement. See Exhibit 7, Future Land Use Plan. With the average life of a structure being 50 years, the land use development decisions made today will create the New London of tomorrow.

Improvements

While major changes to the present land use pattern are not proposed, certain adjustments are required. Where changes have been recommended, they serve to perform one of the following functions:

1. Organization — A better division between the living, shopping and working areas of the community. These areas could be convenient to each other but not intermixed or scattered in isolated locations.
2. Residential Areas — Improvement of the community's living areas to provide pleasant housing, adequate open space and community facilities. This has been accomplished by a better division between the various types of residential usage and the proposed elimination of blighted conditions.

Single Family Areas — In view of the low ratio single family development, any area predominately used for single family development has been retained. In general, the primary single family areas include the southern portion of the community south of the New Haven Railroad, the areas adjoining the Town of Waterford and the area along Vauxhall Street.

Two Family and Mixed Residential Areas — Mostly, the two family and mixed residential areas are confined to the central portion of the City, east of Ocean Avenue and Colman Street, north of the New Haven Railroad and south of I-95. These areas serve as a residential buffer between the outlying single family areas and the high density apartments located adjacent to the Central Business District.

Medium and High Density Apartments — With the exception of existing apartment development, all future garden or high rise apartments should be confined to areas in the central portion of the City adjoining the Central Business District. This arrangement is in accord with the present land use pattern and provides a logical progression of residential densities and uses.

3. Commercial Areas — The Central Business District has been expanded and improved to retain its position as a regional center of commerce and service, an important local-regional employment center, an expanded economic base and a major source of new tax revenues to the City.

   However, because of the limited land area available for Central Business District purposes, it is of critical importance that the C.B.D. be restricted to commercial uses of a high density nature.

   The two regional shopping centers, located at Broad-Colman Streets and along I-95 between Briggs-Vauxhall Streets have been retained.

   The neighborhood shoping facilities, located along the major thoroughfares, have been consolidated wherever possible to prevent their continued encroachment into the adjoining residential areas.

4. Industrial Areas — Because of the low ratio of existing industrial development, industrial areas around Fort Trumbull and Winthrop Cove have been expanded to provide increased employment and additional tax ratables.

5. Public and Semi-Public — Additional land has been provided in logical locations which will eliminate most of the existing municipal school and park deficiencies.

6. Aesthetic and Cultural Values — The desirable characteristics of New London have been protected and preserved where ever possible. During the haste of past growth and development, many of the City's amenities were destroyed and have not been replaced. Through several programs now available to the City, New London can regain much of its individual character and beauty.

7. Blighted Conditions — The elimination of blighted conditions within the City is not only desirable but absolutely essential to future growth and development. In addition, the supporting improvements of new throughfares, street widening, parks, municipal facilities and increased tax revenue are completely dependent upon the acquisition of suitable development space.

   Actually, the City has an unusual opportunity to accomplish two major objectives at the same time.

   (1) The elimination of blighted structures that are a detriment to the present community and are: econo-

mically unproductive, adverse to adjacent neighborhoods and prevent new, needed development.

(2) By their elimination, new facilities are developed which will better serve the present and future population, improve the community's economic base, livability, regional position, expanded tax base, increase employment and increase tax revenues.

Again, the key to New London's future physical growth and economic welfare lies in its ability to clear blighted areas for new development and community improvements.

MAJOR THOROUGHFARE PLAN

New London's congested traffic conditions and poor circulation system are the result of a combined radial gridiron street pattern, lack of through streets, narrow rights-of-way, on-street parking and dense development. The major traffic deficiencies presently occur in the central portion of the community and are primarily the result of a street system based on 1900-1920 traffic conditions.

Future Demands

Present traffic is expected to increase 35%-95% or approximately double the present traffic volumes by 1990. Collector streets, and to some degree, access streets will experience traffic increases more slowly and to a lesser amount than will major thoroughfares.

Improvements

The inability of New London to create new thoroughfares or to extensively widen present right-of-way, without prohibitive costs and property damage, dictates that the present streets must be utilized to their maximum capacity to accommodate future traffic demands. These measures include:

1. All major thoroughfares must have a 60 foot minimum right-of-way, preferably 80 foot where possible with a minimum pavement width of 44 feet.

2. All collector streets must have a 50 foot minimum right-of-way, preferably 60 feet where possible with a minimum pavement width of 34 feet.

3. During peak hour flows, (from 7 AM to 9 AM and 4 PM to 6 PM) all parking on both the major thoroughfares and collector streets should be resticted to one side or eliminated on both sides as may be required.

4. All on-street loading or deliveres between 7 AM — 9 AM and 4 PM — 6 PM should be prohibited on any street having only one moving lane in each direction.

5. Improve lane and directional signs at all major intersections and along all major thoroughfares.

The Major Thoroughfare Plan divides the proposed street system into three basic categories; namely, major thoroughfares, collector streets and local access streets. See Exhibit 8, Major Thoroughfare Plan.

The proposed plan provides four major north-south thoroughfares and three east-west thoroughfares along with a system of collector streets which serve to provide direct access from the individual areas to the major thoroughfares.

MAJOR THOROUGHFARES – NORTH-SOUTH

The provision of four major north-south thoroughfares will eliminate the primary problem confronting the present movement of traffic from one part of the City to another.

The proposed north-south thoroughfares are:

1. Ocean Avenue-Colman Street-Jefferson Avenue

   A continuous north-south thoroughfare from I-95 to Ocean Beach Park is made possible by a direct connection between Colman Street and Ocean Avenue utilizing the present Lee Avenue right-of-way. This alignment will necessitate a more direct connection between Ocean Avenue and Jefferson Avenue and can be accomplished by relocating Jefferson Avenue westerly between Bank and Wall Streets.

2. Montauk Avenue-Williams Street

   The prime north-south artery serving the central portion of New London will be the Montauk Avenue-Williams Street thoroughfare.

   With direct access from Mohegan Avenue or the I-95 interchange, the proposed alignment follows Williams Street to Blackhall Street where a direct connection is made with Montauk Avenue by extending the present Williams Street southerly and westerly to the Montauk Avenue-Bank Street intersection. From this intersection, the thoroughfares follow Montauk Avenue, where it connects with Pequot Avenue in the southern portion of the City. In addition to the primary traffic flow, a secondary north-south route is provided by connecting Connecticut Avenue with the proposed Williams Street extension just north of Bank Street. This permits a local north-south traffic artery through the central portion of the City.

3. Howard Street-Hempstead Street

   The Howard-Hempstead Street thoroughfare is the third

north-south artery. While this artery does not traverse the entire City, it is an important local thoroughfare and will carry a heavy volume of traffic through the central portion of the City from Broad Street to Maple Avenue.

4. Pequot Avenue-Tilley Street-Huntington Street

This constitutes the primary north-south artery serving the Central Business District. Beginning at the I-95 interchange, Huntington Street follows its present alignment to Tilley Street and then along Tilley Street to Bank Street. From Bank Street a new connection to the proposed dike and roadway facility is provided which follows the east side of the railroad right-of-way, where it connects with Pequot Avenue at Trumbull Street.

MAJOR THOROUGHFARES — EAST-WEST

The proposed three major east-west thoroughfares are:

1. Broad Street-Church Street

Major change in the present Broad Street thoroughfare is confined to the Central Business District where Church rather than State Street is to become the primary artery, around the business area, and connecting with the Bank Street-Main Street one-way traffic system. This will eliminate much of the present congestion on State Street and consolidate the Central Business District.

2. Bank Street-Main Street-Water Street

Because of the present right-of-way and traffic limitations on both Bank Street and Main Street, it is proposed that Main Street be extended southwesterly from State Street to Bank Street and that Bank Street be relocated easterly from Sparyard Street to Water Street and then to Main Street.

This arrangement will provide a one-way street system along the eastern boundary of the Central Business District and permit a direct connection with the proposed I-95 interchange.

3. Interstate Route I-95

The third major east-west thoroughfare serving New London is Interstate Route I-95 which provides direct access to the neighboring communities of Groton and Waterford.

Both the Memorial Bridge and the Williams Street interchange must be improved to eliminate the existing congestion and accommodate future traffic demands. Based upon the proposals developed by the State Highway Department, we concur with the following proposed improvements:

1. A new bridge immediately north and adjacent to the present bridge. Working together both the new and the old bridge will provide ten lanes of moving traffic and adequate future capacity.

2. A larger and greatly improved new interchange to replace the present Williams Street interchange, including improved connections between I-95 and the principal local thoroughfares of Mohegan Avenue, Williams, Huntington and Main Streets.

3. Increased traffic capacity of the highway by providing 3-4 moving lanes of traffic in each direction, plus an access service road on each side of the highway.

COLLECTOR STREETS

The proposed system of collector streets is primarily designed to collect local traffic from the sub-neighborhood areas and provide direct access to the major thoroughfares. Further, they provide direct connection between the major thoroughfares at frequent intervals and discourage the use of local streets for through traffic purposes. Proposed collector streets are:

1. Glenwood Avenue
2. Farmington Avenue-Plant Street
3. Willetts Avenue-Maple Avenue
4. Garfield Avenue
5. Connecticut Avenue-Fitch Avenue
6. Cedar Grove Avenue
7. Jay Street
8. Chester Street-Jefferson Avenue
9. Vauxhall Street
10. Phillips Street
11. Bayonet Street
12. Crystal Avenue-Williams Street

Development of a satisfactory street system in New London has a value beyond the simple role of providing for the movement of vehicles from one place to another. As shown in previous studies, the Central Business District constitutes a major portion of the City's economic base, tax revenues, employment, goods and services to local and regional residents. Unless the present

street system can be improved to provide quick and easy access from all portions of the City and region to the C.B.D., the future growth and development of this particular area is seriously questioned.

IMPLEMENTATION

STUDIES

MAJOR PUBLIC IMPROVEMENT PROGRAM

Not only is it necessary to have a plan for the physical development of New London but it is also important to have a plan which schedules the individual improvements as they are required. In the past, New London has followed a practice common in many cities; i.e., constructing public improvements on a basis of expediency. While this conservative financial policy has reduced the outstanding debt, it has also delayed many needed improvements.

A long-range public improvements program has many advantages. One outstanding asset is that it protects the community from undue influence of groups representing special interests or areas which at times attempt to force projects through at the expense of more urgent community-wide improvements.

Following is a summary of the basic findings and recommendations contained in the detailed study:

1. Between 1950-1965 the City's total income increased from $2,815,652 to $6,350,654.

2. Between 1950-1965 the City's total expenditures increased from $2,731,685 to $6,407,540.

3. Between 1950-1965 the City's taxable grand list increased from $57,999,000 to $89,951,561. The tax rate increased from 39 mills to 52 mills.

4. The City's present total bonded indebtness is $3,989,000 and will be completely retired by 1983. With the small amount of bonds presently outstanding, the City has $24,852,388 of additional bonding capacity.

5. By 1975 the City's total income is estimated to increase from $6,350,654 to $8,707,315. Expenditures are estimated to increase from $6,407,540 to $8,957,540.

6. The City's share of the major public improvements required between 1965-1975 have a total estimated cost $10,691,000. See Exhibit 9, Public Improvements.

7. Of the public improvements required between 1965-1975, it is estimated that $4,280,600 would be applicable as the City's one-eighth share of the proposed General Neighborhood Renewal Program. In essence, a $34,244,-600 program of improvement and renewal may be undertaken without additional City expenditures.

New London has an unequalled opportunity to make major improvements, create developable land, increase

tax revenues and eliminate substandard conditions in the central portion of the City with little, if any, addditional expenditures being required.

8. Like all central cities, tax exempt properties represent an unusually high ratio of New London's developed area. With New London's unique development problems, the state should give serious consideration to permit a municipal service charge (approximating 50% of the normal tax rate) on all tax exempt property.

SUBDIVISION REGULATIONS

Adopted in 1923, the existing subdivision ordinance regulating the platting of land is considered inadequate to meet the City's present day needs.

The regulation of land subdivision for residential and other uses is now considered a most important function of municipal government throughout the country. Not only does it provide guidance to the subdivider and safeguards the interests of the homeowner but also insures sound community growth and assures the City that future subdivisions will remain a permanent asset to the community.

The revised subdivision regulations are designed to insure a minimum standard of development which should prevent excessive initial or prolonged governmental operating costs. For specific requirements, a review of the detail study is suggested. However, a summary of the basic features of the proposed ordinance is as follows:

1. Definitions of the terminology common to subdividing have been provided.

2. Procedures for the submission and approval of subdivisions have been formalized.

3. Data required for both preliminary and final subdivision plans have been specified.

4. Basic design standards and requirements regarding streets, lots and general improvements have been established.

5. The installation, construction, inspection and approval of the improvements required by the subdivider have been specified.

6. Performance guarantees are required to insure the adequate construction or installation of the required improvements by the subdivider.

ZONING ORDINANCE

Adopted in 1928 and constantly reinforced by amendments, the present zoning ordinance has served its purpose. However, any set of regulations which have been in effect for 40 years requires a major overhaul due to improved land development standards and the utilization of new zoning controls legally supported by court decisions at the federal and state levels.

The recommended revisions will adequately regulate 95% of the land use and development situations which may arise. However, it is strongly recommended that the Planning Board, after discussions with the Building Inspector, Zoning Board of Appeals and Zoning Board, provide an annual review of the zoning ordinance regarding any changes or modifications that may be required.

Due to the length of the proposed ordinance, it is suggested that the detail study be examined for specific requirements or regulations. However, a summary of the principal regulations has been included. See Exhibit 10, Revised Zoning Requirements and Exhibit 11, Zoning District Map.

A summary of the basic features of the proposed zoning ordinance is as follows:

1. Proposed changes apply to new construction or new development only.

2. The present ordinance has been reorganized into logical sections and a standard sequence of the primary regulations pertaining to each district.

3. Undesirable mixture of land use, inherent and permitted in the present "accumulative" method of zoning, has been largely eliminated.

4. In addition to the present regulations covering use, lot area, coverage, setbacks and height, minimum off-street parking and loading requirement and maximum sign areas have been specified for each zoning district.

5. Certain uses, because of their seasonal or unusual nature or unique location requirements are permitted in any district, provided, adequate protective safeguards are established.

6. Additional general regulations and general exceptions, which apply to all districts, unless otherwise specified, have been developed.

7. A complete section, devoted to the future regulation of signs, has been developed to prevent the uncontrolled demand and use of signs for public attention.

8. All permits or approvals required by the proposed regulations, unless put into effect within one year, shall be null and void.

9. All non-conforming structures or uses which are discontinued or vacant for one year must conform to the regulations of the district in which they are located.

10. When a change in the boundary line of a zoning district is permitted, protective site development provisions and safeguards may be established to protect the surrounding property or the public interest regarding the location of building, parking and loading areas, entrances, exits and screening. However, these protective safeguards shall not prevent the use of the building or premises for any use permitted within the district in which it is located.

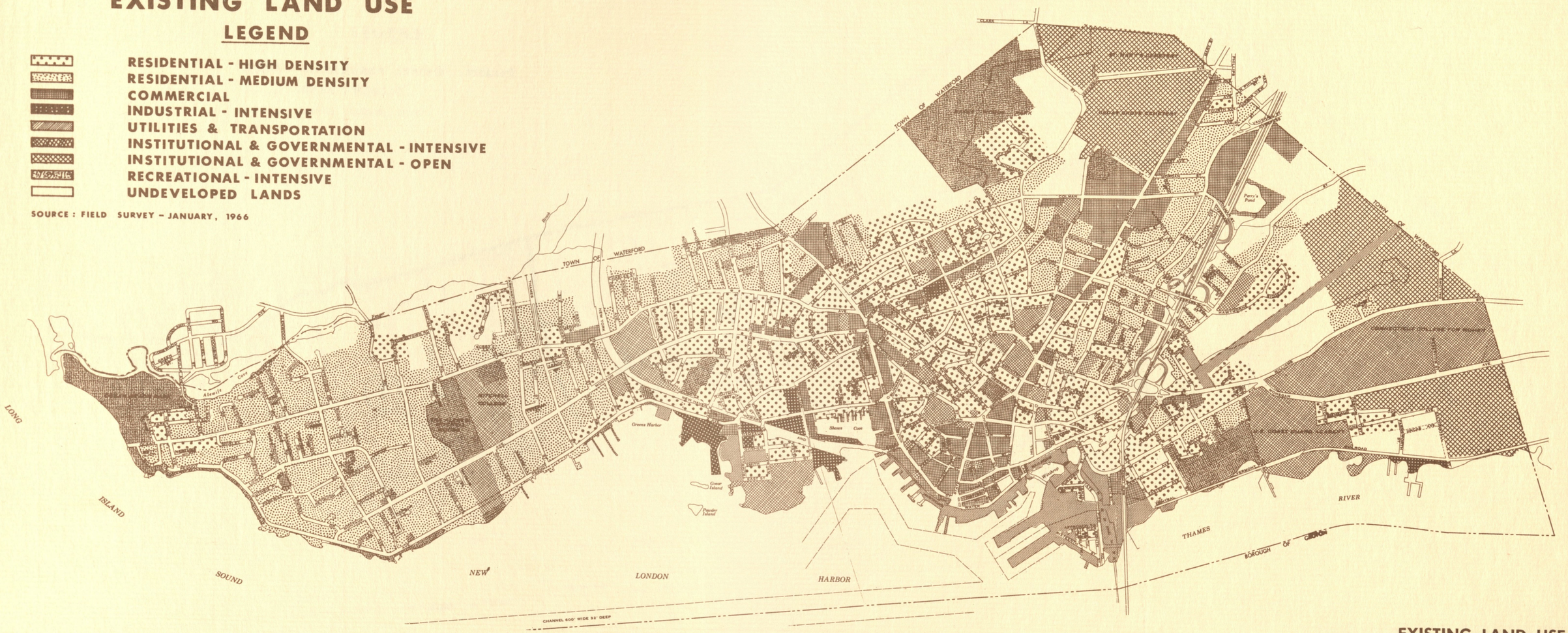
ILLUSTRATIONS

GENERALIZED
EXISTING LAND USE

LEGEND

- RESIDENTIAL - HIGH DENSITY
- RESIDENTIAL - MEDIUM DENSITY
- COMMERCIAL
- INDUSTRIAL - INTENSIVE
- UTILITIES & TRANSPORTATION
- INSTITUTIONAL & GOVERNMENTAL - INTENSIVE
- INSTITUTIONAL & GOVERNMENTAL - OPEN
- RECREATIONAL - INTENSIVE
- UNDEVELOPED LANDS

SOURCE : FIELD SURVEY - JANUARY, 1966



EXISTING LAND USE
EXHIBIT 1

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER 1967

NORTH

The preparation of this map was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the urban planning assistance program authorized by Section 701 of the Housing Act of 1954, as amended, under the supervision of the Connecticut Development Commission.

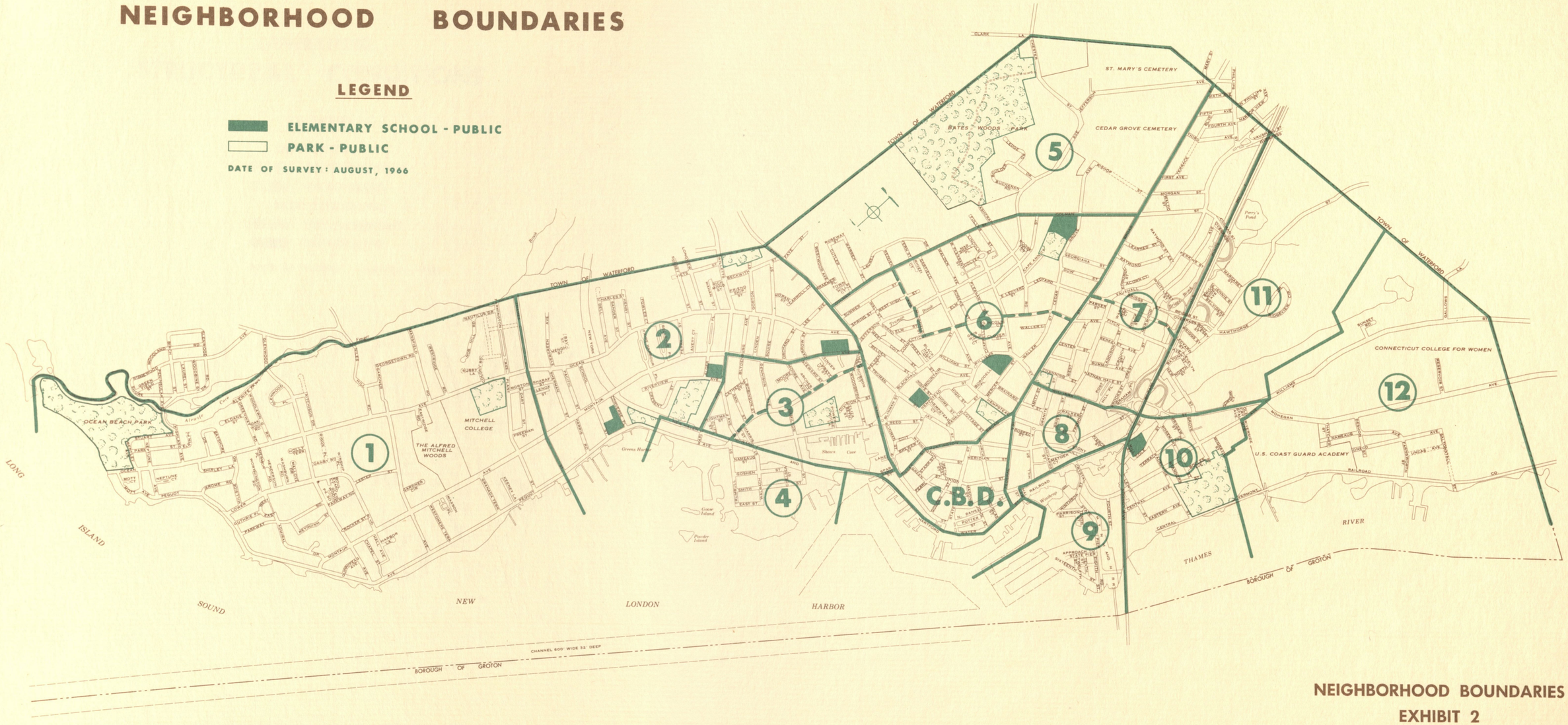
NEIGHBORHOOD BOUNDARIES

LEGEND

ELEMENTARY SCHOOL - PUBLIC

PARK - PUBLIC

DATE OF SURVEY: AUGUST, 1966



NEIGHBORHOOD BOUNDARIES
EXHIBIT 2

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

NORTH

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GENERALIZED
STRUCTURAL CONDITIONS

LEGEND

RESIDENTIAL
- DETERIORATING
- DILAPIDATED

NON-RESIDENTIAL
- DETERIORATING
- DILAPIDATED

DATE OF SURVEY: JANUARY, 1966

STRUCTURAL CONDITIONS
EXHIBIT 3

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

NORTH

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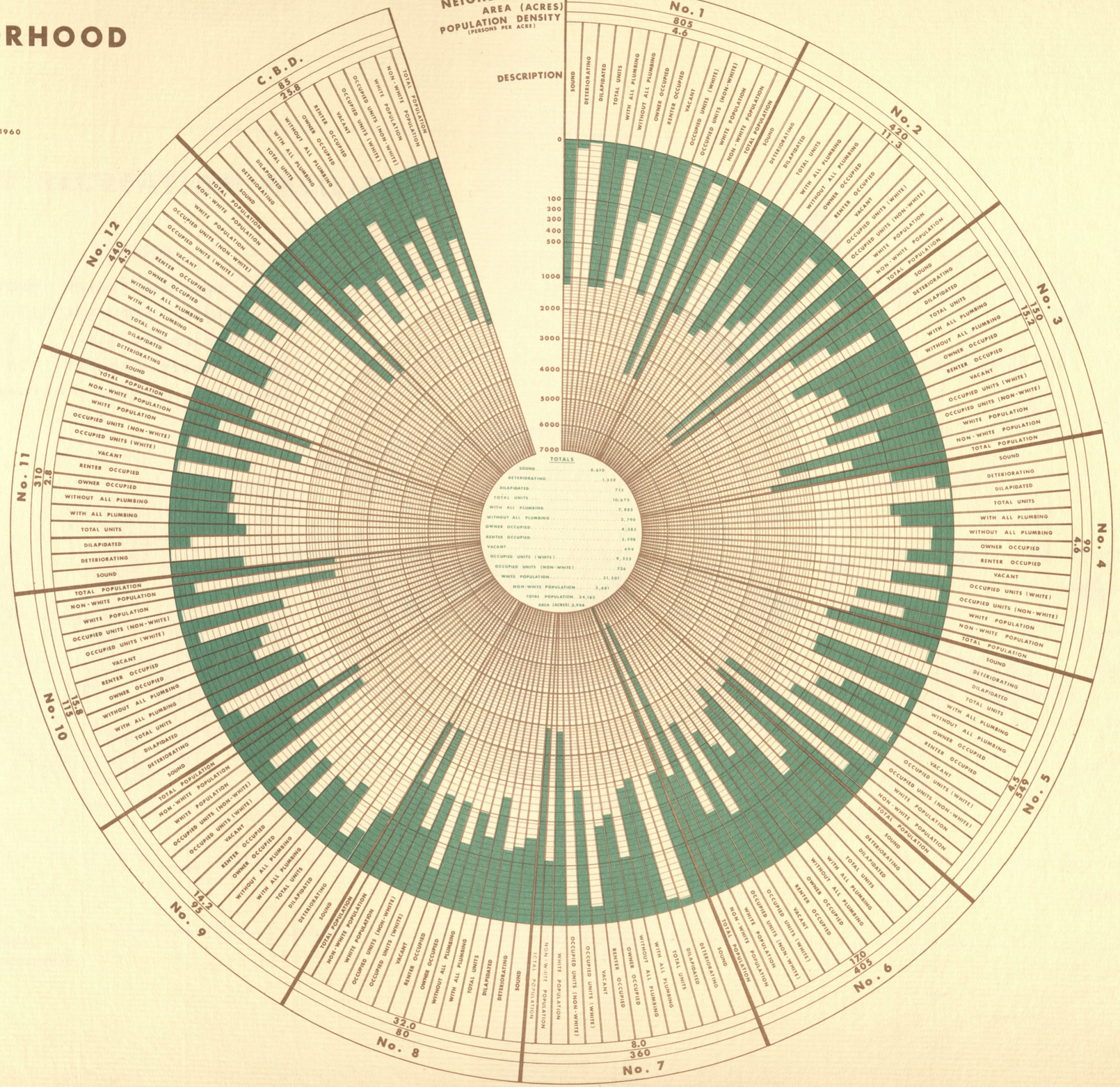
HOUSING CONDITIONS BY NEIGHBORHOOD

SOURCE : U. S. CENSUS DATA - 1960



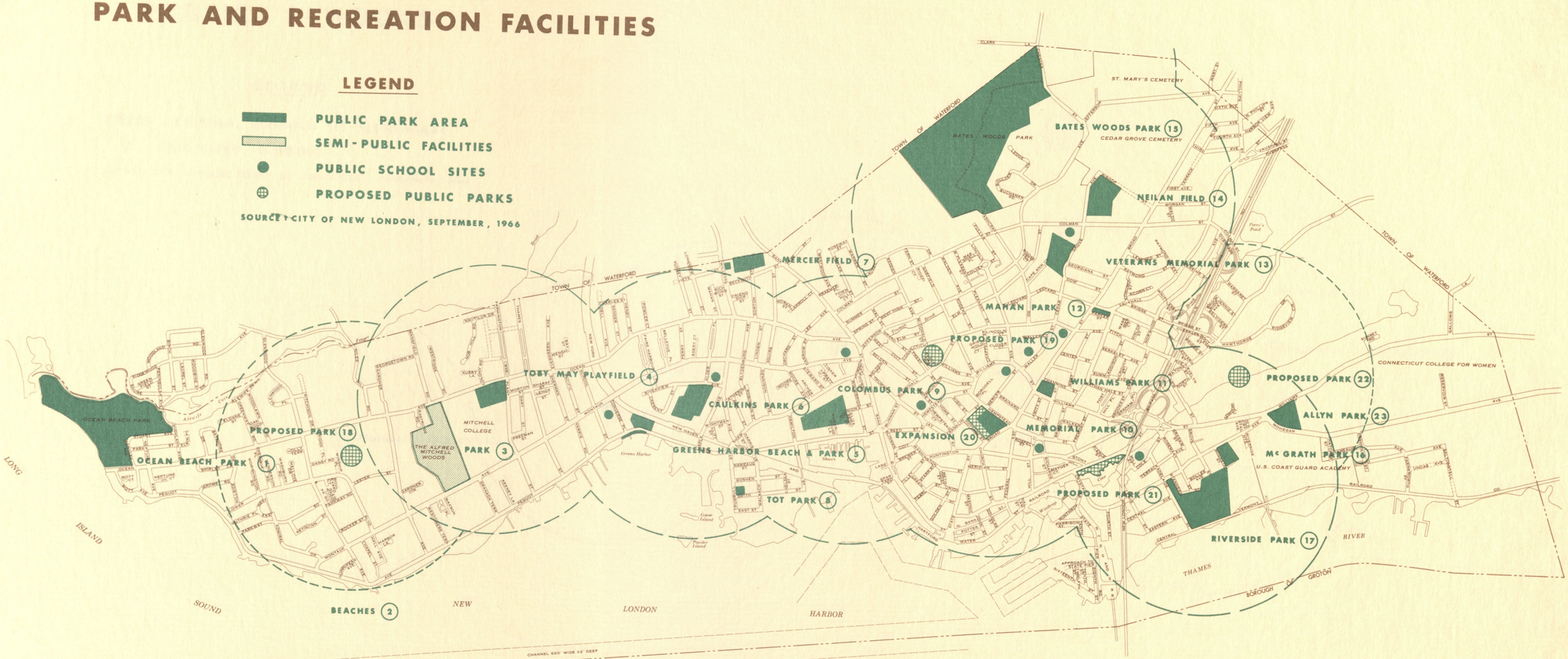
HOUSING CONDITIONS
EXHIBIT 4

PARK AND RECREATION FACILITIES

LEGEND

- PUBLIC PARK AREA
- SEMI-PUBLIC FACILITIES
- PUBLIC SCHOOL SITES
- PROPOSED PUBLIC PARKS

SOURCE: CITY OF NEW LONDON, SEPTEMBER, 1966



CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

PARK AND RECREATION FACILITIES
EXHIBIT 5

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

NORTH

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PUBLIC SCHOOLS

LEGEND

EXISTING SCHOOLS (E) - ELEMENTARY

PROPOSED SCHOOLS

SOURCE: NEW LONDON BOARD OF EDUCATION - SEPTEMBER, 1966

PUBLIC SCHOOLS
EXHIBIT 6

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

NORTH

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GENERALIZED

FUTURE LAND USE PLAN

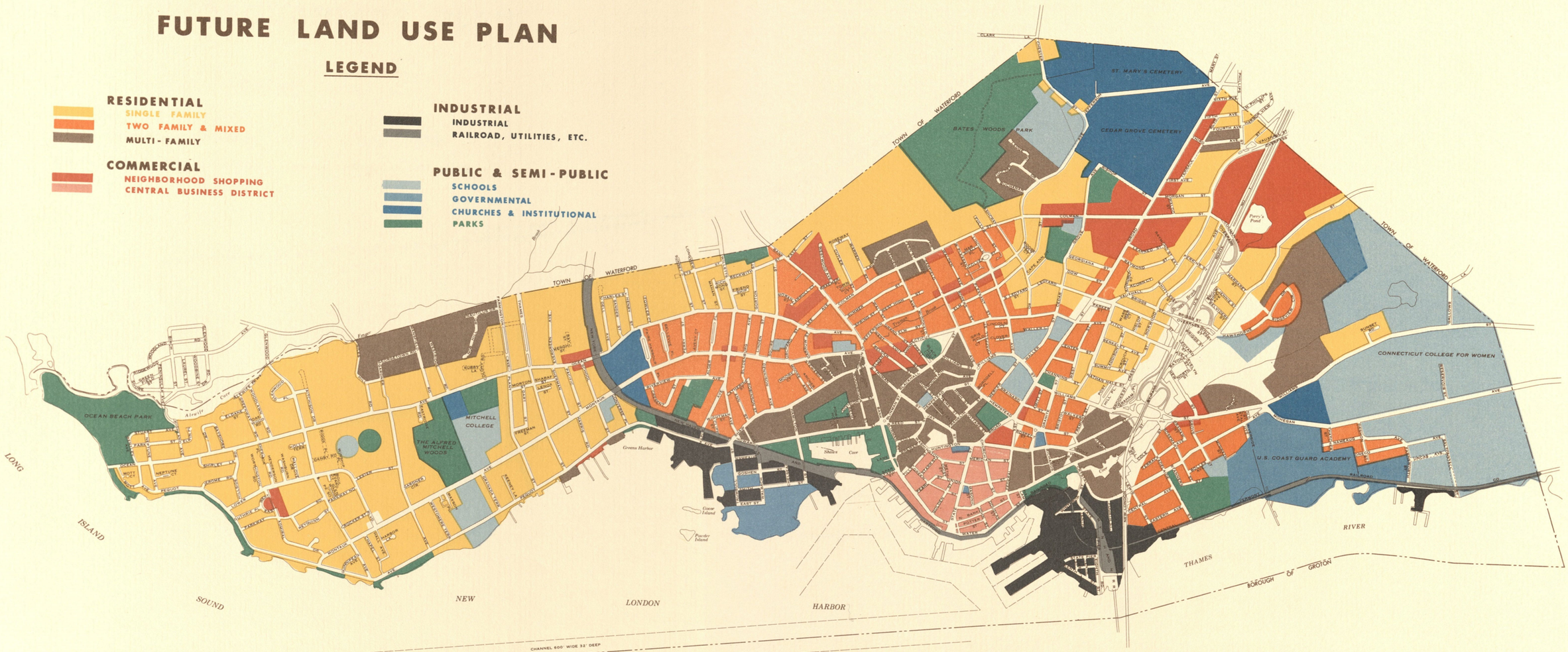
LEGEND

RESIDENTIAL
- SINGLE FAMILY
- TWO FAMILY & MIXED
- MULTI - FAMILY

COMMERCIAL
- NEIGHBORHOOD SHOPPING
- CENTRAL BUSINESS DISTRICT

INDUSTRIAL
- INDUSTRIAL
- RAILROAD, UTILITIES, ETC.

PUBLIC & SEMI - PUBLIC
- SCHOOLS
- GOVERNMENTAL
- CHURCHES & INSTITUTIONAL
- PARKS



FUTURE LAND USE PLAN
EXHIBIT 7

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

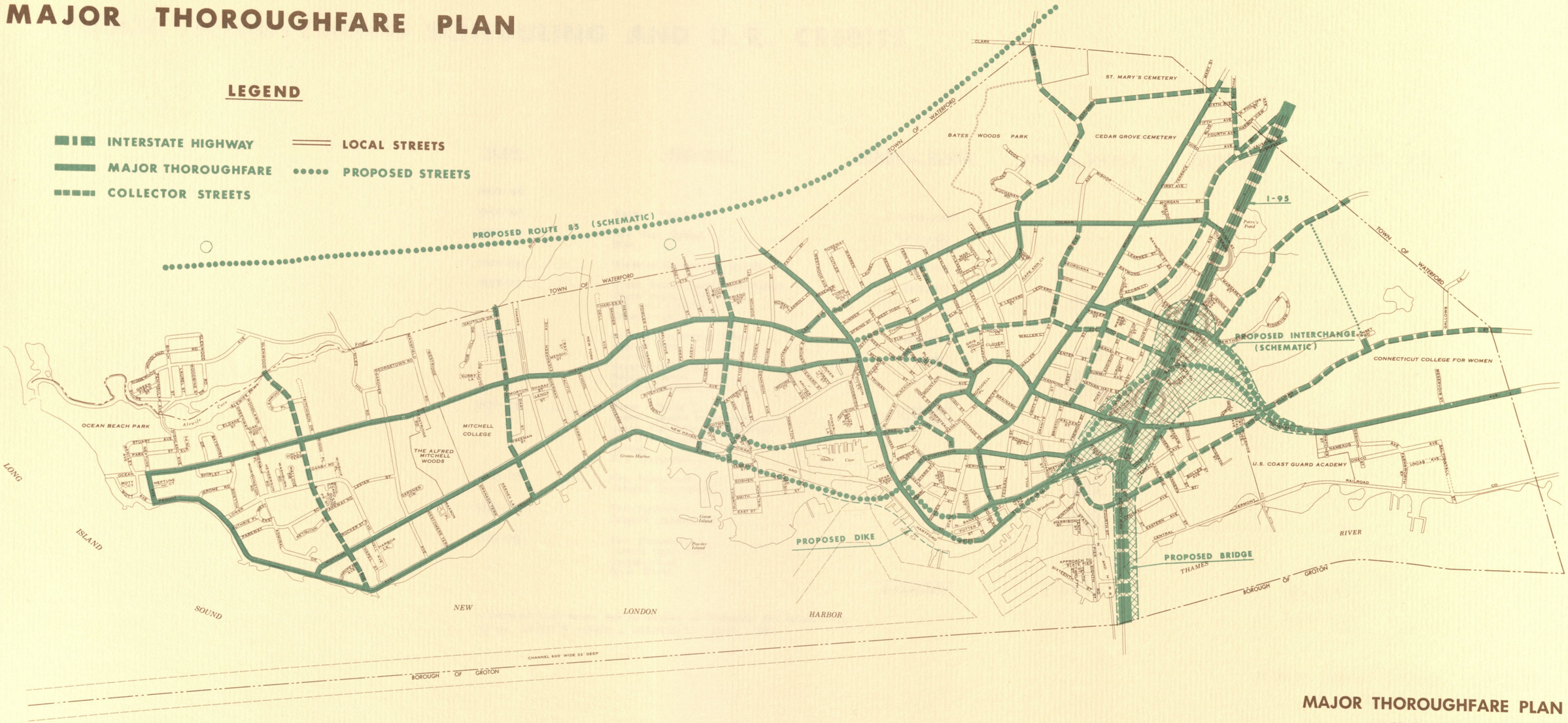
NORTH

The preparation of this map was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the urban planning assistance program authorized by Section 701 of the Housing Act of 1954, as amended, under the supervision of the Connecticut Development Commission.

MAJOR THOROUGHFARE PLAN

LEGEND

- INTERSTATE HIGHWAY
- MAJOR THOROUGHFARE
- COLLECTOR STREETS
- LOCAL STREETS
- PROPOSED STREETS



MAJOR THOROUGHFARE PLAN
EXHIBIT 8

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

NORTH

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PUBLIC IMPROVEMENTS SCHEDULING AND U.R. CREDITS

YEAR	PROJECT	GENERAL BONDS	ANNUAL BUDGET	ESTIMATED URBAN RENEWAL CREDITS
1965-66		—		—
1966-67	Water – Phase I	$ 1,706,000*		$ 426,500
1967-68	New High School	5,200,000		1,300,000
	Dike	1,175,000		1,175,000
1968-69	Winthrop Elementary School	900,000		—
1969-70	Ocean Beach Elementary School	680,000		—
	Ocean Avenue Park		$ 12,000	—
	City Hall (addition)		100,000	25,000
	Chester – Jefferson		—	—
1970-71	Bayonet Elementary School	680,000		—
	Bayonet Park		4,000	—
	Library	250,000		62,500
	Bayonet – Williams		125,000	—
	Bayonet Street		100,000	—
	Fire Equipment		50,000	—
1971-72	Water – Phase II	3,335,000*		833,750
	Sewer – Second Treatment	800,000		200,000
	Junior High School (relocation)		25,000	8,250
	Fire and Police		120,000	39,600
	Garage		60,000	—
	Fire Equipment		50,000	—
1972-73	Fire Equipment		50,000	—
	Schools (renovation)		50,000	50,000
1973-74	Fire Equipment		50,000	—
	Schools (renovation)		50,000	50,000
1974-75	Fire Equipment		50,000	—
	Schools (renovation)		110,000	110,000
	Colman – Lee		—	—
	Bank Street		—	—
		$ 9,685,000	$ 1,006,000	$ 4,280,600
				x 8
				$ 34,244,800

* Omitted from totals due to method of financing and consistency.
Source: JAMES P. PURCELL ASSOCIATES – March, 1967

PUBLIC IMPROVEMENTS SCHEDULING AND U.R. CREDITS

EXHIBIT 9

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

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REVISED ZONING REQUIREMENTS - GENERALIZED

ZONES	R-1	R-2	R-3	R-4	R-5	C-1	C-2	I-1	I-2
Minimum Lot Area / dwelling unit (sq. ft.)	7,500	5,000	2,500	2,000	1,000	1,000	1,000	—	—
Maximum Lot Coverage	25%	25%	30%	30%	40%	40%	80%	50%	50%
Minimum Setbacks									
Front	25'	25'	25'	25'	25'	25'	10'	10'	10'
Sides	8'	6'	6'	10'	25'	10'	0' or 10'	10'	10'
Rear	25'	25'	25'	25'	25'	25'	10'	10'	10'
Maximum Height	35'	35'	35'	35'	50'	35'	50'	50'	50'
Minimum Parking – (space)	1/d.u.	1/d.u.	1/d.u.	1¼/d.u.	1¼/d.u.	*1/300'	*1/600'	*1/1000'	*1/1000'
Minimum Loading – (space)	—	—	—	—	1/50 d.u.	1/25,000'	1/25,000'	1/25,000'	1/25,000'
Maximum Sign Area (sq. ft.)	1'	1'	1'	4'	5'	2'/ft.	3'/ft.	3'/ft.	3'/ft.

* Plus 1 space for each 3 employees.
Note: See Zoning Ordinance for detail requirements.
Source: JAMES P. PURCELL ASSOCIATES – June, 1967

REVISED ZONING REQUIREMENTS
GENERALIZED
EXHIBIT 10

CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

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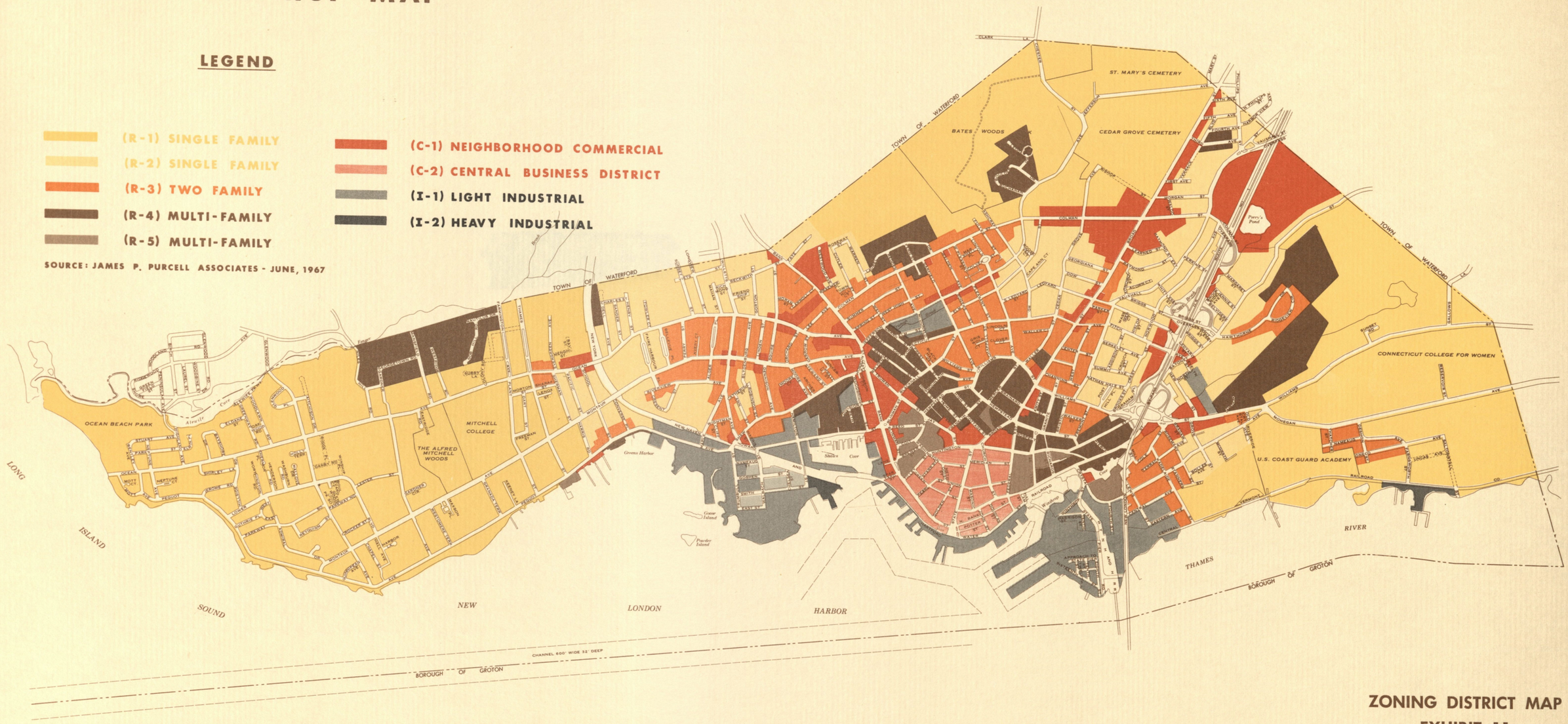
ZONING DISTRICT MAP

LEGEND

- (R-1) SINGLE FAMILY
- (R-2) SINGLE FAMILY
- (R-3) TWO FAMILY
- (R-4) MULTI-FAMILY
- (R-5) MULTI-FAMILY
- (C-1) NEIGHBORHOOD COMMERCIAL
- (C-2) CENTRAL BUSINESS DISTRICT
- (I-1) LIGHT INDUSTRIAL
- (I-2) HEAVY INDUSTRIAL

SOURCE: JAMES P. PURCELL ASSOCIATES - JUNE, 1967



CITY OF NEW LONDON, CONN.
JAMES P. PURCELL ASSOCIATES - CONSULTANTS

ZONING DISTRICT MAP
EXHIBIT 11

SCALE IN FEET
0 500 1000 2000 3000

SEPTEMBER, 1967

NORTH

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